

### ABSTRACT OF THE DISCLOSURE

In a torque-down control device, an entire delay amount SB of ignition timing is restricted using a guard value GSB. Also, when a rotational speed change  $\Delta NT$  of a turbine speed NT during delay control falls out of an allowable range, the feedback 5 control of the entire delay amount SB is performed based on the rotational speed change  $\Delta NT$  is equal to a target rotational speed change  $\Delta NTT$ . Accordingly, an excessive decrease in engine torque even when downshifting is performed simultaneously with delay control by a knock control portion. Further, the feedback control of the entire delay amount SB is performed based on the rotational speed 10 change  $\Delta NT$ , and the guard value GSB is learned and corrected based on the feedback correction amount. Accordingly, an appropriate shifting characteristic can be obtained regardless of individual differences and change with time.